

AFFAIRS OF THE RAILWAYS.

The Ft. W., C. & L. to be Operated for Its Local Business.

On Sunday next the new management of the Fort Wayne, Cincinnati & Louisville road will operate an entirely different policy in operating the road than has been in vogue heretofore. Connections with the Whitewater Valley road and with the Big Four at Muncie are to be broken and the through service to Indianapolis and to Cincinnati cut off. General Manager Bradbury states that he proposes to work this road strictly for its local business, which will bear a good deal of developing, it having been neglected in the past. Two passenger trains will be run daily each way between Fort Wayne and Connersville, and between Fort Wayne and Rushville. At Connersville connection will be made with two trains of the Cincinnati, Hamilton & Dayton each way. The breaking of the connection with the Big Four at Muncie will throw the Fort Wayne business and north of there directly on to the Wabash and the Lake Erie & Western, which is looked upon as the direct line to Indianapolis. General Manager Bradbury states that it is his intention to develop the local traffic of the Fort Wayne, Cincinnati & Louisville, which has been neglected in the past. He expects that the larger earnings will result through such a change in the operating of the road, as in the past it has profited nothing by its close traffic relations with the Whitewater Valley road nor the Big Four as part of a through line. Under the present conditions he thinks the revenue of the road will be derived from its local business. The time may come when the road will be an important link of a through line, but to operate it for through business at the present time is not profitable.

Which Statement is Correct?

The Toledo Commercial of the 23d says: The officials of the Toledo & Western received information from the New York capitalists that all the money which will be required for the construction of the road is now at the disposal of the officials. The officials have every encouragement from the people living along the line of the proposed road, and the New York capitalists have promised millions of dollars to construct the road at once.

Concerning the same enterprise the Boston Advertiser of the 23d says:

The projectors of the Toledo & Western are reported to have difficulty in persuading capitalists to invest in their scheme. The secret of this absence of capital is supposed to be an agreement among prominent New York capitalists to discourage the construction of parallel lines. The Toledo & Western is a project which will practically parallel the Lake Erie & Western. The Vanderbilt influences in New York are apparently strong enough to prevent investments.

The townships on the projected line, it is stated, are disposed to aid the enterprise, and Goshen this week voted \$50,000 as a subsidy to it if built via Goshen.

Formally Transferred to the Big Four.

ST. LOUIS, July 24.—A meeting of the directors of the St. Louis, Alton & Terre Haute Railway Company was held this afternoon, at which the formal transfer of the main line of that road to the Big Four was made. The board adopted the resolution favoring the transfer at the figure decided upon at the June meeting, \$100,000. It will be remembered that on June 2 last the board endeavored to make the transfer, but were enjoined from doing so by the New York courts. That injunction has now been set aside, and to-day's action legally transfers the St. Louis, Alton & Terre Haute to the Big Four system.

Personal, Local and General Notes.

The Baldwin locomotive-works will this week ship three locomotives to Joppat and Jerusalem.

H. C. Parker, traffic manager of the Lake Erie & Western road, is so ill as to confine him to his room.

A. H. Konkle, formerly general manager of the Terre Haute & Peoria road, is in the city for a day or two.

Harry Sparks, of Lafayette, has been appointed traveling passenger agent of the Big Four, with headquarters at Chicago.

A. D. Thomas, assistant treasurer of the Lake Erie & Western road, with his family, will to-day leave for Mackinac for a two weeks' stay.

H. A. Louden has been appointed agent of the Lehigh & Wabash Despatch at Chicago, and G. W. Mitchell will represent the same line at New York.

The Chicago Junction road, which the Baltimore & Ohio company has just secured control of, is seventy-three miles in length, extending from Akron to Chicago Junction.

George M. Abbott, private secretary of General Passenger Agent Barker, of the Louisville, New Albany & Chicago road, who has been in Montana for a month, will return to-day.

J. B. Foley, formerly with the Columbus & Hocking Valley road, has been appointed commercial agent of the Cincinnati, Sandusky & Cleveland road, with headquarters at Saginaw.

It is stated that W. R. Woodward, superintendent of the Louisville Southern road, is to be appointed to a much more important position on the Central Traffic Association, Virginia & Georgia road.

On Tuesday the Chicago, Burlington & Quincy delivered at the Chicago stockyards 700 car-loads of live stock, being the largest delivery ever made to the yards in twenty-four hours.

The Big Four system earned in the second week of July \$242,684; increase over earnings for the corresponding week of 1889, \$16,013. Of this \$242,684, the O. & L. & W. made on the Peoria division, formerly the O. I. & W.

General Manager Harahan, of the Mississippi Valley, is in such poor health that he is spending a few weeks at the Hot Springs, Michigan. Last reports were that his health was improving with his retirement from active labor.

The Nickel-plate is to pay more attention to its passenger trade. J. L. Calahan has been appointed its general Western passenger agent, with headquarters at Chicago, and A. J. Horner traveling passenger agent for this territory.

The car shops which it is proposed to build near Bradford, Pa., will be situated, equal in importance the Pullman works at Chicago. Plans for the buildings have been prepared. The main building will be 3,100 feet long by 100 feet wide. The company has a capital of \$5,000,000.

The four Mackey lines—the Evansville & Terre Haute, the Evansville & Indianapolis, the Peoria, Decatur & Evansville and the Louisville, Evansville & St. Louis roads—show an increase in earnings in the second week of July. The Evansville & Terre Haute, for example, earned \$4,804. Had there been no interference in the business by wrecks the increase would have been \$12,000, at least.

The Indianapolis & Vincennes will begin running its Bethany Park camp-meeting trains on July 31. Trains will leave for the park at 7:30 A. M., 11:15 A. M. and 3:30 P. M., leave the Park for Indianapolis at 10 A. M., 4 P. M., 5:05 P. M., and on Saturday night a train will leave the Park at 9:30 P. M. for this city.

The direct lines between Indianapolis and Chicago are angry that the Lake Erie & Western, an indirect line, as they characterize it, is to run an excursion to Chicago, making a \$5.50 rate for the round trip. Were the direct lines more generous in this matter the L. E. & W. excursions would not be so popular.

It is now understood that the payment of commissions on the sale of tickets by all the roads in the Central Traffic Association is to cease on Aug. 1. By the roads in the Missouri river territory inserting the differential in their passenger rate-sheet the last objection to the ceasing of paying commissions was removed.

A conference was held at Chicago yesterday between the freight officials of the Eastern roads, and representatives of the various boards of trade from the Missouri river to the Atlantic seaboard, the subject under discussion being the new uniform bill of lading, which the railroads have decided to put into effect Aug. 1. No action was taken.

W. N. Greene, general manager of the Big Four lines, who was here part of the day yesterday, goes east this morning to Springfield, O. He says there seems but one thing the Big Four can do to complete its system in Ohio, and that is to build from Springfield to Columbus. The Cincinnati, Sandusky & Cleveland will neither sell nor lease on reasonable or unreasonable terms.

The Chicago & Grand Trunk has been unable to hold its prestige in the dressed-beef-carrying traffic out of Chicago. The Michigan Central led last week, carrying 2,316 tons; the Canadian Pacific came second, carrying 2,031 tons; the Lake Shore carried 1,486 tons, the Pennsylvania lines 1,042 tons, and the Chicago & Grand Trunk 964 tons.

Geo. H. Kolshaw, agent of the Big Four lines at North-street station, was at his post yesterday morning, and says that he expects to remain with the road eight years longer if they will employ him. The official of the Big Four made a mistake in naming the agent who had departed, and his whereabouts is unknown. It was L. Allen, agent at North Indiana.

J. Ramsey, jr., assistant to the president, spent several hours yesterday in conference with General Manager Greene and Superintendent Whitcomb regarding the operation of the Union tracks, the Belt road and the Union Station. The Big Four people are very anxious to try the experiment of the Belt road, engine doing the switching on the Union tracks and about the Union Station.

Officials of the East Tennessee, Virginia & Georgia road and of the Ohio & Mississippi road were in New Albany on Tuesday, looking the field over, and this has led to considerable speculation as to what the former contemplate doing. It has been understood for some time that the Ohio & Mississippi, on the completion of the New Albany Belt and Terminal railroad, would build a freight depot and make other improvements at that city.

President Fish, of the Illinois Central, is greatly pleased with the generous responses his proposition to the employees to purchase stock of the company is meeting. Since his proposition was made the employees have invested thousands of dollars, it is stated, in the stock, and the movement is but in its infancy. In New England fully two-thirds of the stock of the road is held by people living on the lines or employed by the companies.

The wife of David Warren, the fireman who was badly injured in the wreck at Smithville, on the L. E. & W. road, on the 22d of the month, at Bedford, where she had gone to care for her husband, she leaving four children. On the same train on which Mr. Warren was taken to New Albany to be properly cared for, were the remains of his devoted wife, en route to New Albany for burial. She was in poor health, and the accident to her husband so shocked her that death resulted.

Judge Sherwood, at Springfield, Mo., in chambers has issued a writ of mandamus against Judge Dillon, of the St. Louis Circuit Court, to prevent him from taking any action or in any way passing upon the issues before him in the case of the St. Louis Merchants' Bridge and the Company against the Missouri Pacific railroad. This prevents the Terminal company from getting into the Mill-creek valley, proposed site for the new depot, until the October term of the Supreme Court.

About this time a brisk little war between the Wagner and the Pullman sleeping-car companies would be going on, but both too well know what the result would be. It is stated that the Pullman company but recently made an offer looking to the securing of the entire control of the territory which the Wagner Company occupies, but the latter declined to sell at any price. The Wagner Car Company is one of the "pets" of the Vanderbilts and they are quite determined to make it a success.

East-bound wool rates are apparently going to pieces. A few weeks ago these rates were reduced from Chicago to the seaboard to the basis of 50 cents per pound to New York, and 55 cents to Boston, to meet the competition of one of the Southern routes. It has since been discovered that the same line has been quoting 50 cents to New York, and 55 cents to Boston, to meet the competition of one of the Southern routes. It has since been discovered that the same line has been quoting 50 cents to New York, and 55 cents to Boston, to meet the competition of one of the Southern routes.

George Bender, superintendent of the Chicago division of the Big Four, is arranging his affairs to go East next week on a two weeks' pleasure trip. An official of the Big Four states that the clerks in the car accountant's department of the road are to be paid \$25 or \$30 a month wages are new in the business. He states that there are many of these clerks who get \$65 to \$75 a month, and some \$100 to \$125 a month, where they have had long experience in the business.

A decree for the sale of the Cotton Belt & Kansas and the Gulf Short-line railroads in Texas, to satisfy the first mortgage of \$4,000,000, held by the Central Trust Company, and a second mortgage of \$2,300,000, given to the Mercantile Trust Company, both of New York, was entered at 10 o'clock, yesterday, by Judge Bryan, of the Eastern district of Texas, acting as a special circuit judge. Aug. 15 is stated as the limit of time given the railroads to cancel the indebtedness, in default of which the sale of the roads will be made by special Master in Chancery Reed.

Leslie P. Farmer has decided to accept the position of chairman of the passenger department of the Trunk-line Association. In speaking of this railroad organization the Cleveland Leader says: "The Trunk-line Association is the most stable organization in the country. Its members are few in number, only seven, and all are profoundly impressed with the advantages of harmonious co-operation. The association does not grapple with a question in the rough-shod, drive-straight-ahead sort of a way. It is a 'Wagon Wheel' organization, doing gingerly and with the utmost consideration for each other. The members hover around a question in dispute and approach the core of solution as nearly as possible. There is seldom a routine, internal action, such as commonly disrupts the internal Chicago associations. Consequently there is greater permanence. The position of chairman can be accepted with a much greater degree of assurance that the office will continue indefinitely than with any similar organization."

Primrose and West's Minstrels. The engagement of the Primrose and West minstrel company, beginning at the Grand Opera-house to-night, will include two performances. The company has been rehearsing in Dayton, O., for the past four weeks, and opened its season in that city last night to a fine audience. While Primrose and West have always given a strong show, it is claimed the company is larger and better than ever before, and gives a performance superior to any offered in previous years. A great deal of new business has been arranged. Primrose, West, Lew Dockstader and John Queen are the four big stars, but the other principal performers are classed among the best on the minstrel stage. The costumes are rich and effects elaborate, and among the special features announced are "The March of the Imperial Guard," "Horrible Night," "Log Cabin Neighbors," and "Cremation."

Vigo County Wants Them. Governor Hovey yesterday issued a requisition on the Governor of Michigan for the return of Henry Rice and Charles Watson, indicted by the Vigo county grand jury for grand larceny. The crime was committed Oct. 4, 1887, but they escaped. They were arrested Dec. 15, 1888, in Detroit on a similar charge, and sent to the House of Correction for two years each. Their terms will expire Oct. 28, and they will be at once brought back to this State for trial in the Vigo Circuit Court. The crime with which they are charged was the stealing of \$2,000 from Alexander McPheeters.

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